

Vessel:	Torm Moselle
Voyage no.:	051 L2
Departure port:	Tema Offshore
Arrival port:	New York
Hours to advance/retard:	Retard 5 hrs

This voyage plan consists of the following attached documents:

Cover page (This page)

Voyage plan checklist

Reporting - Departure port

Reporting - During voyage

Reporting - Arrival port

ECDIS Safety Parameters (If installed)

Waypoint list

UKC Calculation Sheet

Reporting - Scheme (1) - AMVER

Reporting - Scheme (2) - Arrival New York VTS

Reporting - Scheme (3) - New York pilots

This passage plan has been prepared and completed by the 1st Officer.
Its contents must be checked and signed for by the Master and by the navigational officers incl. any officer cadets attending the bridge before commencement of each passage. It must be ensured that the plan covers the complete berth-to-berth passage.

Date (DD/MM/YYYY)	Rank	Name	Signature
17/02/2014	Master	Capt. Ashish Sood	
17/02/2014	Ch. Officer	Valentino F Vales	
17/02/2014	1 st Officer	Sheel Mani Tiwari	
17/02/2014	2 nd Officer	Deepak Waila	
	2 nd Officer		
17/02/2014	Cadet	Suvansh Singla	
	Cadet		
	Others		

When completed, this voyage plan must be filed in file BRD 122 and kept for the duration of the voyage

Prepared by: MHL

Revision no.: 3

Revision date: 2013-0523

Forms, Checklists and Posters

Approved by: MHL

Cover page: 1/1

ID: 010-041

TORM

Voyage Plan Checklist

Voyage no.: 051 L2

A tick indicates that the check has been considered. N/A indicates that the check is not applicable to the vessel or the prevailing conditions.

Item to be checked	Checked	Comments
Port of Departure, ETD (DD/MM/YYYY – HH:MM)		Tema Offshore, 17 Feb 2014 PM
Port of Arrival, ETA (DD/MM/YYYY – HH:MM)		New York, 05 March 2014
Total distance		4748
Distance Pilot station to Pilot station		4736
Distance COSP to EOSP		4726

Charts available and updated		
ENC / AVCS		AVCS
Charts corrected to latest edition of Notice to Mariners		Wk 07/14

Publications available and updated		
Charts to be used for the voyage		AVCS
Distance tables		BP Port to Port
Ocean Passage for the World		NP 136
Ships' Routeing		Electronic ship routing 2010
Routing charts / Pilot Charts		SPOS and NVPUB 106
Vessels Manoeuvring data chart		Consulted
Load Line Chart		Consulted
Sailing Directions		NP 1 / 71 / 70 / 59 / 68
List of Lights / Fog Signals		ADLL
List of Radio Signals		ADRS / NP - 282/283(1&2)/285
Tide tables / Tidal Streams		ATT
Mariners Handbook		Consulted
DNV Navigator		Consulted
Others:		MARPOL

Have all the following factors been taken into consideration in preparing the passage plan?		
Recommendations from Sailing Direction / DNV Navigator		Consulted - related sheets attached
Transition between open waters, confined waters and pilotage conditions		Considered
Effect of squat		Included in UKC calc. sheets - As attached
Weather		SPOS consulted - Updated twice daily.
Tides and current		Considered - See attached.
Available navigational aids and their accuracy		Marked
Daylight / Night time passing of danger points		Considered
Traffic likely to be encountered		Expected Light To moderate Traffic
Requirements for traffic separation / Routeing Schemes		Considered - See attached.
Position fixing methods to be used during the voyage		
--- Terrestrial		YES
--- Radar		YES
--- GPS		YES
--- Others		Celestial
Are local / coastal / Navarea warning broadcasts being monitored		YES - warnings related to the voyage are plotted on the ECDIS.

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Voyage Plan Checklist

Is participation in area reporting systems recommended?		Reportings marked and related sheets attached.
Position Plotting Intervals clearly marked? (Note that ECDIS track recording function must be kept on at all times and Position must be verified atleast every 15 minutes when alternative Position fixing methods are available)		Marked on ECDIS as applicable and monitored.

Has the following been marked in the charts / ECDIS		
Courses laid out – well clear of obstructions		Yes
Prominent navigation and radar marks		Yes
No Go areas		Yes
Parallel Indexing		Yes (if any)
Transit, Heading marks and leading marks		Yes (if any)
Significant tides and currents		Yes (as required)
Safe speed and any alternation		Yes
Activation of Echo Sounder		Yes
Contingency plans		Yes
Traffic areas		Marked as NO GO
Obstructions and hazards to navigation		Yes
Point of no return marked / abort positions		Yes
Radio Reporting areas / Vessel Traffic Service areas		Yes (as appropriate)
Alternative routes and emergency anchoring		Present on chart
Pilot embarkation / Pilot disembarkation areas		Yes
Change in machinery status		Yes (Calc. Sheets attached)
Minimum Under Keel Clearance, UKC calculation		SPOS monitered & reportings done
Weather information and weather routing		Yes
Two steering gears to be running		Yes
Calling Master / Duty Engineer		Vessel will be entering NAECA Area
ECA Area		Vessel at Security Level 1
Vessel Security incl. piracy		Yes (ECA Area)
Environmental protection (MARPOL I, II & V)		

Has the following checklists been assessed?		
Pilot card and Master / Pilot Information Exchange for both departure and arrival		Yes

Voyage no.: 051 L2

Draught	Forward	Midship	Aft
Departure	9.5(S.W)	9.5(S.W)	9.5(S.W)
Arrival	9.5(S.W)	9.5(S.W)	9.5(S.W)

Air draught	Forward	Midship	Aft
Departure			37.1
Arrival			37.1

General description of Route

Vessel will sail from Tema offshore and proceeding to New York vis south of Cabo Verde.

RL, GL or Composite:

RL upto South of Cabo Verde then GC upto south TSS entrance for New York.

Publications to be used for this voyage

Sailing Directions, NP Vol.	NP 1 / 71 / 70 / 59 / 68
DNV Navigator	Yes
Admiralty Digital Radio Signals	Area 10 / 9
Admiralty Digital List of Lights	Area 10 / 9
Admiralty Total Tide	Area 10 / 9
Others:	

Charts being used for the Voyage:

Relevant Navigational Warnings, Weather Forecast etc.

SPOS Areas North Atlantic,
Weather Facsimile
NAVTEX P, M, B, F, U
Navareas II , IV
Others:

Contingency Plan information

Torm Emergency Telephone number: (+45) 39 27 99 14

EMERGENCY RESPONCE CHECKLIST 1 & 2 (Form 090-013 & 090-014) prepared and attached.

- 1) Refer to file BRD 118 for contingency planning.
- 2) Risk Assessment carried out (attached)

Points for enlargement of Bridge Management Team

Pls. Specify points/areas below

Piracy	Strict anti piracy watch to be maintained in Gulf of Guinea area.
Arrival New York	

Special safety precautions enroute:

- 1) Maintain Continuous listening watch in respective VTS areas.
- 2) As per MARPOL vessel will be inside special area - None
- 3) Emergency charts for the voyage kept ready for use.
- 4) Caution to be exercised while taking positions from bouy and racons as these positions should be used for reference only.
- 5) Vessel to keep good look out for fishing vessels specially near coast and port area.
- 6) Navtex & EGC messages to be checked & plotted if applicable for voyage, every watch.
- 7) Inform engine room before vessel's entry into ECA Area (as marked on ECDIS)

Miscellaneous:

Master's standing orders and company's navigational policy to be adhered to at all times.

TORM

UKC Calculation Sheet

Vessel name Torm Moselle

Voyage no.: 051 L2

9.50 m

Breadth 32.20 m

Static Air Draught 37.10 m

9.50 m

FWA: 0.28 m

Freeboard 9.60 m

9.50 m

Block Coefficient 0.759

Height of highest point over keel	46.60 m
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9.50 m

Height of ship's side over keel	19.10 m
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Reporting - Arrival port page: 1/2

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Forms, Checklists and Posters

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UKC Calculation Sheet

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Remarks:

When completed, this form must be filed together with the voyage plan. A copy must be attached to the Master/Pilot Exchange card.

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Voyage Planning Checklist

Voyage # 051 L2	From: Tema Offshore	To: New York	ETD (Date):	Tema Offshore, 17 Feb 2014 PM
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Parameter	Definition	Setting	Open Ocean Waters	Restricted / Confined Waters	Pilotage Waters
Safety depth	User defined depth that will give alarm when violating the "Safety frame/zone"	Open Ocean Waters: 2.0 x Static Draft Restricted / Confined Waters: (1.25 x Static Draft) + 3 meters Pilotage Waters: (1.25 x Static Draft) + 0.5 meters	19	14.88	12.38
Safety Contour	User defined value of depth. It limits area of as non safe water, by a distinctive change in color	Open Ocean Waters: 2.0 x Static Draft Restricted / Confined Waters: (1.25 x Static Draft) + 3 meters Pilotage Waters: (1.25 x Static Draft) + 0.5 meters	19	14.88	14.88
Shallow Contour	User defined value of depth, shown as a black line, area distinguished by deep blue color during day setting	1.1 x Static Draft under all conditions	10.45	10.45	10.45
Deep Contour	User defined value, showing limits, to seaward of which lies deeper waters, white coloured during day setting	3.0 x Static Draft under all conditions	28.5	28.5	28.5
Safety Frame	User defined zone around the ship used for generating anti-grounding alarm etc.	Open Ocean Waters: 40° x 18 min / 2 x Beam x 18 min Restricted / Confined Waters: 20° x 9 min / 1 x Beam x 9 min Pilotage Waters: Master's discretion	40° X 18 min.	20° X 9 min.	20° X 6 min.
Echo Sounder	Echo sounder must have its own alarm activated	Deepest Static Draft + UKC Requirement	9.5	3	0.5

Other parameters	Departure	Ocean Passage	Arrivals
Minimum CPA / TCPA	1 NM / 15min.	1NM / 20min.	1 NM / 15min.
Lowest charted depth			
Under Keel Clearance (as per UKC form)			
Drafts	9.50 (EK) SW		

*Note: Safety Frame/Zone look ahead can contribute to excessive number of alarms on ECDIS when navigating in confined waters or curved channels.
As preventive action against fatigue by ECDIS alarms, the Company allows modification of look ahead volume below requirements;
however such adjustment must still secure sufficient time for immediate danger avoidance

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Forms, Checklists and Posters

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ECDIS Parameter settings page: 1/1
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NEW YORK, NEW YORK

UNCTAD LOCODE: US NYC

For details see:

GENERAL DIAGRAM NEW YORK and LONG ISLAND SOUND PILOTAGE

GENERAL DIAGRAM NEW YORK VESSEL TRAFFIC SERVICES (VTS) INDEX OF DIAGRAMS

GENERAL DIAGRAM (1) NEW YORK VTS, LOWER BAY, RARITAN BAY AND ARTHUR KILL

GENERAL DIAGRAM (2) NEW YORK VTS, UPPER BAY, NEWARK BAY AND KILL VAN KULL

GENERAL DIAGRAM (3) NEW YORK VTS, EAST RIVER

Create Pilot Card

PILOTS

DESCRIPTION:

- (1) Pilotage service for vessels entering the Port of New York and New Jersey through Lower Bay and intra-harbour movements, as well as for vessels arriving from Long Island Sound, is available from the United New York New Jersey Sandy Hook Pilot Association.
- (2) Pilotage service for US enrolled vessels in the coastwise trade is also available from the Interport Pilots Agency Inc.
- (3) Pilotage service for vessels navigating the Hudson River is provided by the Hudson River Pilots Association.

CONTACT DETAILS:

United New York New Jersey Sandy Hook Pilot Association

VHF Frequency: Ch 13 16 73; 73
Telephone: +1 718 4483900
Fax: +1 718 8768055
+1 718 4471582
E-mail: pilotoffice@sandyhookpilots.com
Website: www.sandyhookpilots.com

Interport Pilots Agency Inc.

VHF Frequency: Ch 13 16; 65A
Telephone: +1 732 7875554 (H24)
Fax: +1 732 7875538
E-mail: interport@verizon.net
Website: www.interportpilots.com

Hudson River Pilots Association

Telephone: +1 718 4493900 (Administration)
+1 718 815431 (Dispatcher)
Website: www.hudsonriverpilots.com

HOURS: H24

PROCEDURE:

- (1) **New York Harbor and approaches:** Foreign vessels and U.S. vessels under register entering or departing from the Port of New York and New Jersey must employ a pilot licensed by the State of New York or New Jersey. Enrolled vessels must have on board or employ a pilot licensed by the Federal Government.
- (2) **New York Harbor from Long Island Sound:** Foreign vessels and U.S. vessels under register entering or departing from the Port of New York and New Jersey from Long Island Sound must employ a pilot licensed by the State of New York. Enrolled vessels must have on board or employ a pilot

licensed by the Federal

Government.

(3) **Notice of ETA:** Pilot services are arranged in advance through the agents. A 24h advance notice of ETA is required with updates as follows:

(a) Sandy Hook Pilots:

- (i) New York Harbor and approaches: 3h prior to arrival
- (ii) New York Harbor from Long Island Sound: 12h and 6h prior to arrival

(b) Interport Pilots:

- (i) New York Harbor and approaches: 6h prior to arrival
- (ii) New York Harbor from Long Island Sound: 12h and 6h prior to arrival

(4) **Pilot boards** in the following positions:

(a) Sandy Hook Pilots:

- (i) New York Harbor and approaches: 40°26'.80N 73°48'.50W (approximately 1.5 n miles SE of Ambrose Channel Lt buoy "A")
- (ii) New York Harbor from Long Island Sound: Within the pilot boarding area off Execution Rocks (40°52'.64N 73°43'.48W)

(b) Interport Pilots:

- (i) New York Harbor and approaches: 40°26'.80N 73°48'.50W (approximately 1.5 n miles SE of Ambrose Channel Lt buoy "A")
- (ii) New York Harbor from Long Island Sound: Any Long Island Sound Port, Montauk Point, Point Judith, or in the vicinity of Execution Rocks

VESSEL TRAFFIC SERVICE

AREA:

The limits of the VTS Area are depicted on the diagrams within the text. The VTS Area is divided into three VHF Areas of coverage as follows:

- (1) **Area 1 (VHF Ch 14):** Lower Bay, Upper Bay, Kill Van Kull and Newark Bay
- (2) **Area 2 (VHF Ch 12):** East River (Brooklyn Bridge to Throgs Neck Bridge)
- (3) **Area 3 (VHF Ch 12):** Arthur Kill (Arthur Kill Bridge to Lt buoy No 14, Raritan Bay West Reach)

DESCRIPTION:

The Vessel Traffic Service (VTS) is a **mandatory** system designed to provide participating vessels with timely information of other vessels movements and conditions which may affect vessel traffic safety.

CONTACT DETAILS:

Call: New York Traffic
Telephone: +1 718 3544088
Fax: +1 718 3544096

Calling & All Sailing Plans

VHF Frequency: Ch 11

Area 1 (Traffic Management)

VHF Frequency: Ch 14

Area 2 (Traffic Management)

VHF Frequency: Ch 12

Area 3 (Traffic Management)

VHF Frequency: Ch 12

Anchorage Administration (Areas 1, 2 & 3)

VHF Frequency: Ch 12

HOURS: H24

PROCEDURE:

- (1) This **mandatory** VTS system applies to the vessels listed in GENERAL NOTES, but any vessel may participate.
- (2) Monitoring Area - see VTS Area.
- (3) VTS users anchored or moored to a buoy must maintain a continuous listening watch on VHF Ch 12.

REPORTING:

For VTS reporting requirements see GENERAL NOTES.

TEMPORARY REPORTING POINTS:

These Reporting Points may be used by the VTC in the event of loss of surveillance capability. In addition to the required reports upon entry or exit of the VTS area, a VMRS user may be required to make position reports at these points. The VTS will inform all VMRS users if these temporary Reporting Points are in effect.

No	Description / Position
UPPER BAY	
1	Verrazano Narrows Bridge

2	Liberty Island
3	Red Hook
KILL VAN KULL	
4	Constable Hook
5	Bayonne Bridge
NEWARK BAY	
6	Old Bay Drawbridge
LOWER BAY	
7	Norton Point
8	Chapel Hill Channel Lt buoy "17"
9	Terminal Channel Lt buoy "TC"
EAST RIVER	
10	Approaching UN Building
11	Approaching Brothers Islands
ARTHUR KILL	
12	Approaching Outer Bridge
13	Approaching Island of Meadows/Fresh Kills

ANCHORAGE ADMINISTRATION:

(1) Under the supervision of Captain of the Port (COTP) New York, New York VTS (VTSNY) exercises the authority, duties and responsibilities of the COTP; controlling the use of Federal Anchorages 21A, 21B, 21C, 23A, 23B, 24 and 25. Exemptions to anchorage regulations, specifically to length, draught and time restrictions, should be requested from VTSNY. The following table summarizes the regulations governing the length, draught, and maximum duration of stay for these anchorages:

Anchorage	Length	Draught	Time
21A	None	None	30 Days
21B	None	>10 ft	30 Days
21C	None	>33 ft	30 Days
23A	≤670 ft	None ¹	48h
23B	>670 ft	None ¹	48h
24	≥800 ft	≥40 ft ¹	48h
25	None	None	30 Days

¹ Vessels drawing 40 ft or more may anchor if they anchor within 5h of the start of the ebb at the Verrazano Narrows.

(2) VTSNY carries out anchorage management responsibilities through VHF Ch 12. All reports and requests for deviations may be made on this frequency. After a vessel is anchored and all required information is passed to the VTC, the vessel will be required to maintain a continuous listening watch on VHF Ch 16 for the entire time it is anchored.

(3) The following are additional requirements for vessels using these anchorages:

- No vessel may anchor unless it informs VTSNY when it anchors, of the vessel's name, length, draught and its position in the anchorage
- Each vessel anchored must inform VTSNY when it weighs anchor
- VMRS users at anchor are required to make a **Sailing Plan** Report at least 15 mins before getting underway in the VTSNY Area
- No vessel may conduct lightering operations unless it notifies VTSNY before it begins lightering operations
- Each vessel lightering must inform VTSNY at the termination of lightering
- No vessel may anchor unless it maintains a bridge watch, guards and answers VHF Ch 16 and maintains an accurate position plot
- If any vessel is so close to another that a collision is probable, each vessel must communicate with the other vessel and the VTC on VHF Ch 16 and must act to avoid that collision
- No vessel may anchor unless it maintains the capability to get underway within 30 mins except with prior approval of VTSNY
- No vessel may anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of VTSNY
- Each vessel in a "dead ship" status must engage an adequate number of tugs alongside during tide changes. A tug alongside may assume the VHF Ch 16 guard for the vessel after it notifies VTSNY
- No vessel may lighter in a "dead ship" status without prior approval of VTSNY.

PORT

CONTACT DETAILS:

Port Authority

Telephone: +1 212 4356001
Fax: +1 212 4356030
Website: www.panynj.gov

APM Terminal

Telephone: +1 908 5586000
Fax: +1 908 5586481
Website: www.apmterminals.com

Global Terminal

Telephone: +1 201 4515200
Fax: +1 201 4515088
Website: www.global-terminal.com

Maher Terminal

Telephone: +1 908 5278200
Fax: +1 908 4364804
Website: www.maherterminals.com

New York Container Terminal

Telephone: +1 718 2737000
+1 718 5681700
Fax: +1 718 5681863
Website: www.nycterminal.com

Port Newark Container Terminal

Telephone: +1 973 5222200
Fax: +1 973 4658827
Website: www.pnct.net

Red Hook Container Terminal

Telephone: +1 718 8750777
Fax: +1 718 6437201
Website: www.asiterminals.com

South Brooklyn Marine Terminal

Telephone: +1 404 6875770
Fax: +1 404 3700003

TUGS

CONTACT DETAILS:

Call: Tug Dispatcher
VHF Frequency: Ch 07A
Telephone: +1 212 4663636
+1 203 6257836

HOURS: H24
